GRAIN ELEVATORS.

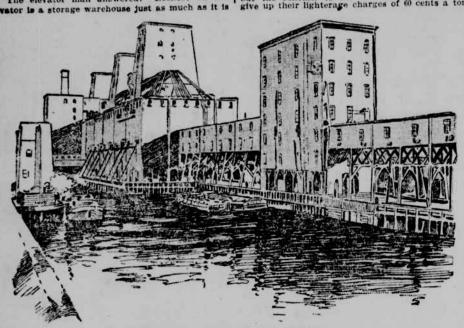
SIGNIFICANCE TO NEW-YORK OF THE BIG ONES PROPOSED AT BAYONNE.

THOU THEY ARE OPERATED — LIGHTERAGE CHARGES AND TREIR EFFECT ON NEW-YORK COMMERCE.

The grain elevator is probably in the first rank of distinctly American commercial institutions. The great structures used for receivirg, storing and distributing large quantities of grain are marvels to the visitors to this country, and a sealed book to thousands who live within their shadows. The fact that a project to build at least one monster elevator mear New-York for the purpose of inviting business which has been diverted to other points caused much comment in shipping circles, and even men who are unfamiliar with the elevator as an instrument of commerce were pleased to hear of the project and realized its magnitude when they read in The Tribune that the capacity of these elevators would be 5000,000 bushels each.

"What good reason is there," one man asked, "for building an elevator of such stupendous proportions—why should it be capable of holding so much?"

The elevator man answered: "Because an elevator is a storage warchouse just as much as it is without is a storage warchouse just as much as it is

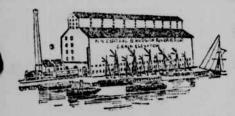


an elevator. These buildings are indispensable s long as great quantities of grain are received from the producer for shipment to Europe. They are the clearing-houses for the cereal wealth which goes from our shores to all parts of the world. wherever railroad rates have been so fixed as to offer the shipper inducements to make that the terminal point for this product, these great buildings have been erected, and to them the grain comes, sometimes for immediate transfer to a merchant, miller or shipping agent, and at times for storage for an indefinite period." Elevators are usually built after a standard plan,

and simplicity and lack of adornment are charac-teristic of all. This holds good as to the structures in all parts of the United States, and, while slight changes from the original models have been made the severe business-like simplicity has not been dified. The elevator usually comprises a main building, surmounted by what is improperly named a cupola. At the end of the building, or near it, is the engine-room, and the main shaft is usually connected with a counter-shaft, which runs along the top of the cupola the full length of the build-

AH along this counter-shaft are driving pulleys for working the elevator belts, of which there are as many as thirty in some of the structures. The belts are usually made of India rubber, and are supplied with steel buckets riveted at regular intervals along their outside face. These buckets scoop the grain out of a car or boat and carry it up into the elevator, where they pass over the driving pulley and are emptied as they turn over, and the endless chain takes them back empty to refilled again as they reach the point of supply. In the Armour elevator, at Chicago, the released grain from the driving belts falls into the mouth of chute, which rotates on a vertical axis prolongation would pass through its receiving end

On the floor below the one where the grain is received are divisions known as "garners," bins, holding each 1,600 bushels. The chutes from above lead to these and bear corresponding numso that the grain may be emplied No. 12, if it is of the kind which should go into



garner No. 12. Under each garner is a platform cale, with a bin of the same size as the garner above it, into which grain may be delivered at any time for weighing. It is so arranged that grain can be received in the upper bins while a part of contents is being weighed and delivered below. From each weighing bin the grain is delivered nto the larger bins or pockets that take up most of the space of the main building. These range in size in the Armour plant from 500 to 7,000 bushels capacity, and in the Brooklyn elevators some of these bins have a capacity of nearly 9,000 bushels.

Much of the grain received at the elevators is simply graded, and an equivalent weight of similar grain is delivered to the shipper when it is called for; but many lots are received of which the be preserved, and in such cases the specific grain and no other must be delivered on call. For the accommodation of such clients the elevators are fitted with a great variety in size of

that the garners, weighing and storage bins have and that this is insured by an incline of six inches in a foot. The weighing of grain is one of the in a tool. The welgand of the grain is weighed when it is received, and also on delivery, and weighing operation involves the elevation of the grain from the lower floor, when the bins deliver it clear to the top of the building for delivery through the fixed chutes to the proper scale. Besides storing and snipping, some of the elevations.

E...h weighing operation involves the erevation of the grain from the lower floor, when the bans deliver it clear to the top of the building for delivery through the fixed chates to the proper scale. Besides storing and snipping, some of the elevators have other functions, among which is cleaning the grain which comes there. Some of the bins arranged for that purpose and called cleaning bins are equipped with winnowing fans for blowing out the chaff, and with screens through which the grain has to pass, by means of which the coarse particles are removed.

The large clevator of Dow's Stores has a capacity of 3,500,000 bushels, and the improved machinery makes it possible to handle great quantities of grain in a short time. Ships which carry 120,000 bushels have been loaded there in twenty-four hours. If the shipper is pressed for time 12 cars of grain can be unloaded in a day by the elevator, and at the same time, and without interfering with the other operation, 200 cars can be loaded.

The elevator belonging to the New-York Central Raliroad in West Sixtieth-st, contains ten elevators, and has 290 bins, some of which are sixty-five feet deep. In this elevator, as in the others in the vicinity of New-York, the grain is inspected on receipt by a Produce Exchange inspector, who determines its quality and kind, so that the grain may be placed in the proper bins, in case its identity need not be preserved. Thus all "No. 1 Northern," or "No. 2 Red," would go together, while Mr. Smith's lot, which he wanted kept separate, would be placed in a distinct and special bin.

The New-York Central elevator is supplied with sixteen delivery spouts, and five of these may be directed to one delivery point; 450 tons have been loaded in fifty-six minutes. At this elevator cars are handled in lots of nine. They are run into the space reserved for them, and are emptied at the rate of thirty minutes each. The company has also a large fleet of grainboats of various sizes, ranging from \$0.00 to 15,000 to 15,000 to 15,000 to 15,000 to 1

THE DOW ELEVATOR, BROOKLYN.

New-York can be saved in her commercial supremacy; but if the lighterage charge is continued, other ports will keep the lead."

Mr. Wiman said also that the hopes of those who look for increased commerce at this port rest in the revival of business on the Eric Canal. "Not only because of the low rates," he said, "but because the goods transported are afloat when they reach here, and no extra charges could be made for transfer."

UPPER PARK-AVE. IMPROVEMENTS.

ASPHALT TO BE LAID OUTSIDE THE LITTLE PARKS-HOW MORE PARKS MAY BE PROVIDED.

The city is preparing to spend \$220,000, or thereabout, in the improvement of Park-ave., where it lies over the tunnel through which the trains of the New-York Central, Harlem and New-York, New-Haven and Hartford railroads reach and leave the Grand Central Station. When the Fourth-ave improvement, as it is generally termed, was made, the surface of the avenue on each side of the little parks directly over the tunnels was left with so steep a slope toward the curbstones that it was difficult, if not impossible, for vehicles to come within reaching distance of the sidewalk. This state of things has been allowed to continue till now.

It is easy to see that the value of property along

the avenue has been materially impaired in conse-quence. With the little parks in the middle of the street, the region ought to have proved highly at-tractive. Instead, where built up it is occupied in the main by cheap apartment-houses, and many of the lots still stand vacant. The plan now contemplation by the Department of Public Works will add to the value of the property, and if a furthe upper part of Park-ave, will maintain the reputation of the section covering the horse-car tunnel

In the first place, the level of the pavement is to be lowered somewhat, so as to do away with the present steep "crown," and then for twenty feet on each side of the parks asphalt is to be laid between Fifty-sixth and Ninety-sixth sta. Below Seventy ninth-st., however, it will be necessary to narro the asphalt several feet in order to keep it at a proper side grade, and in those places the strip of smooth pavement will be twelve feet wide, the remainder of the twenty-foot strip being laid with granite blocks.

parks is twenty-eight feet. For the whole length of the improvement it is planned to lay granite pavecurb, at least temporarily, as the slope there is too great for asphalt. It is the hope of a number of the officials concerned in the work that sufficient interest will be felt by the property-owners to insurthe carrying out of the further plan, which is not an immediate part of the work now determined on

The sidewalks along Park-ave, are twenty-two feet wide. The suggestion is that the owners consent to surrender seven feet of the walks, and allow it to be united with the eight feet of roadway outside the asphalt to form a strip of park along each side of the avenue. That would make fifteen feet of park space on each side, in addition to the twenty-five feet already provided in the middle. The present park areas lie over the arches of the tunnel, and can have only two or three feet of soil. The proposed new parks would be free from this drawback, and it is obvious that trees and shrubs, as well as grass, would flourish in them.

This park plan has received no official sanction as yet, and whether it is carried out or not will depend on the owners of the property. If it were carried out in connection with the paving improvement, the cost would not be large. In any case, the granite to be placed outside the asphalt can be easily removed at any time at the instance of the owners. A sidewalk of fifteen feet would be wide

the granite to be placed outside the asphalt can be easily removed at any time at the instance of the owners. A sidewalk of afteen feet would be wide enough for such a street.

Arguments are not needed to show how the avenue would be improved by the proposed change in the street and sidewalk arrangements, for it would undoubtedly enhance the value of property and attract people desirous of a unique feature in front of their houses. It is hoped by the Public Works officials that the people immediately interested will take up the matter on their own account. Whatever city ordinance is needed to carry the plan into effect could probably be secured without trouble. It might be arranged so that the people of each block could act for themselves when they thought it desirable.

The regrading and the new asphalt pavement will be provided at the cost of the city, and even without the suggested new parks it is expected that the increased valuation of Park-ave, property will make the expenditure of \$250,000 a good investment.

MANHATTAN CLUB EXHIBITION.

There will be an exhibition of paintings, lent by members, in the Stewart Gallery of the Manhattan Club from Thursday to the Monday following. The clubhouse will be open to women Friday, from 11 a. m. to 5 p. m., and Saturday from 11 a. m until 9 p. m.



GOOD ENOUGH REASON. "Nancy, give me a kiss quick-my feet are cold!"

POPULARITY OF THE PINES AS A LENT-

PRIVATE ENTERPAINMENTS OF THE WEEK JUST

of Lakewood during that season. The exceptional business at the hotels has continued and the weather has been that of April rather than March.

Lenten lectures, outdoor pleasures and fine music at the hotels have been the chief incidents of the week. Social affairs are mainly informal dinner and Welsh-rabbit parties, with driving over to the Coun-

try Club for luncheon and afternoon tea.

At luncheon at the club on Sunday a number of the people who went over on Saturday night were present. Dr. Kimball was the host of the party of the night before. Mr. and Mrs. Ladew, Mr. and Mrs. Francis Scott, Borden Harriman and E. R. Walker

were among the guests. Mrs. Washington Durbrow returned to her home in New-York on Friday. On Sunday evening Mrs. Lynch and Mrs. Durbrow gave a dinner for a party

of friends at Lynxden. Mrs. George R. Gray, of Newark, is the guest of Captain and Mrs. A. M. Bradshaw at their cottage

opposite the Laurel House.

Miss Crocker continued her lectures on French Painters of the Metropolitan Museum" Mrs. Converse's on Monday and Thursday. On Monday the subject was "The Impressionists." Thursday's subject was a "Historical Review From

the Beginning of the Century."

Professor J. Norton Johnson of Harvard delivered the second lecture in his course on "Comparative Literature" at the Laurel House on Thursday morning. His subject was "The Age of Pericles." Miss Farrington has formed a class in voice culture, to meet at the Oaks every Saturday afternoon in Lent. Miss Mary S. Thompson, who has given the American voice and how to correct its faults particular attention, will be the instructor. The first lesson took place to-day, and the young women who form the class are Miss Libbey, daughter of Professor William Libbey, of Princeton; Miss Harding, Miss Wright, Miss Findley, Miss Chambers, Miss Anna Ferris, Miss Watrous and Miss Gertrude King.

Last Saturday's run with the hounds was re-markable for the number of women in the field that followed the master, James Converse, over a timber country. Among them were Mrs. Rice, of the Myopia Hunt; Mrs. Walker, Miss Whit-ing, Miss Cooper, Miss Turnbull and Mrs. Dixon. At the Country Club links on Tuesday Mrs. Arthur B. Claffin won the cup presented by Mr. Claffin for the second time. Mrs. Claffin's score was 122 net and a handicap of 3. Mrs. Claffin added to her golfing honors on Thursday by winning the Converse cup at the same course. Her net score was 91 from the handicap of 50, which is allowed the women players in this contest. Thirty guests of the Laurel House participated

in a progressive euchre party on Wednesday even-The company was formed by Mrs. 1. V. Brokaw, Mrs. Francis G. Lloyd, Mrs. E. C. Potter, Mrs. Clayton Platt, Mrs. Schuyler Quackenbush, Miss Thompson, Irving Gaylord and Mr. Billings, of New-York; Miss Davis, of Lakewood; Mrs. F. F. Hickox, Mrs. John Buck, Mrs. E. A. Buck, Mrs. B. F. Bourne, Mrs. G. H. Stone and Miss Warmington, of Cleveland; Mrs. H. W. Vaughan, C. Wheat-on Vaughan and Mrs. Frederick H. Smith, of Philadelphia; Miss Crittenden, of Pittsburg; Mrs. Charles N. Biack, of New-Haven; Miss Chittenden, of Brooklyn: W. Gray Lapham, of Syracuse; Mrs. D. H. Walters, of Grand Rapids; Dr. and Mrs. F. H. Humphreys, of Morristown; Miss Grant, of Newport; Miss Roberts and Miss E. C. Roberts, Pocantico Hills. The prizes were extremely pretty, and were awarded to Miss Roberts, Mrs. Lloyd and Mrs. E. A. Buck.

Mr. Porter has announced two Lenten readings at the Laurel-in-the-Pines-one on March 19, by ing and dialect recital, and another by Miss Lucy Candler Kellogg, on April 2. Mr. Porter has given the use of his pink ballroom for a cotilion which the young women of Lakewood are arranging for

Dinner parties among the guests were of Sunday night at the Laurel-in-the-Pines. Mr. and Mrs. J. Borden Harriman entertained Mr. and Mrs. Perry Tiffany. Mr. and Mrs. E. R. Ladew's guests were Mr. and Mrs. Bramhall Gilbert and Mr. and Mrs. John T. Williams had as their guests Mr. and Mrs. Fisher Hansen, of New-York, and

The Palmer House records a most successful seaolder guests, and informal dancing that of the Mrs. Henry Clews, Miss Clews, James B. Clews,

Mrs. John Clews and Mrs. John H. Clews, of New Late arrivals from New-York at the Laurel-in

Mrs. John Clews and Mrs. John H. Clews, of New York, are at the Laurel-in-the-Pines.
Late arrivals from New-York at the Laurel-in-the-Pines include Mr. and Mrs. E. R. Ladew, H. S. Ladew, Miss E. W. Ladew, Judge Edward Patterson, J. C. Redmond, Samuel P. Blagdon, Jr. Mrs. J. T. Levitt, Mrs. Fredetic S. Dennis, Mrs. Warren E. Dennis, Charles R. Henderson, Mr. and Mrs. A. Filimore Hyde, Miss Estelle Arnold, Stanfield Arnold, Or. and Mrs. C. L. K. W. Miss Mas Derothy L. Williams, Ernest C. Bilss, F. T. Gates, Mr. and Mrs. Along, Dr. Ams. Mrs. As Derothy L. Williams, Ernest C. Bilss, F. T. Gates, Mr. and Mrs. Albert Leening, the Misses Riker, John T. Williams, ir. Mr. and Mrs. Edson Bradley, Miss Bradley, Mr. and Mrs. H. Somerhoff, J. E. Sterne, David Lapsley, J. G. Brown, Edward A. Treat, B. A. Moss, Mr. and Mrs. Tempie Bowdoin, Mrs. F. V. Greene, Mrs. George F. Jackson, Mrs. W. S. Pierce, Mrs. J. Eligene Robert, Edmond E. Robert, Miss Sargent, Miss Sarah H. Matthways, Mrs. Mrs. Greene, Mrs. George F. Jackson, Mrs. W. S. Pierce, Mrs. J. Eligene Robert, Edmond E. Robert, Miss Sargent, Miss Sarah H. Matthways, Mrs. Mrs. Greene, Mrs. George F. Jackson, Mrs. W. S. Pierce, Mrs. J. Eligene Robert, Edmond E. W. Taller, Mrs. H. L. Kumball, George A. Hearn, Miss Ward, Mrs. S. E. Crocker and Mrs. F. S. Thomas. Among recent New-York arrivais at the Lakewood Hotel are Mr. and Mrs. Bramhall Gilbert, Mr. and Mrs. Francis Mortimer, Mr. and Mrs. H. L. Hoyt, Miss Beltin d'Morse, Mr. and Mrs. Charles H. Griffin, P. Prry Tiffong, Mr. and Mrs. Charles, Mr. and Mrs. Prancis Mortimer, Mr. and Mrs. H. L. Hoth, Mrs. John H. Kemp, Mrs. William Sinclair, Miss Mabel Williams, Mrs. Emil Mayer, Nathun Straus, Arthur Lillle, Mrs. William Sinclair, Miss Mabel Williams, Mrs. Emil Mayer, Nathun Straus, Arthur Lillle, Mrs. William Sinclair, Mrs. Mrs. Mrs. Mrs. Greene, Mrs. John A. Deering, William L. Marks, Mr. and Mrs. L. Janceline Smith, Mrs. And Mrs. Greene, Mrs. John A. Deering, William C. Carler, W. F. Pendleton, Mr. and Mrs. W. Chen, Mrs. Mrs

GIFTS TO THE CIRCULATING LIBRARY. The trustees of the New-York Free Circulating Library have passed a vote of thanks to Jacob H. Schiff for his gift of \$5,000, the income of which is to be used in the purchase of books. They have also thanked him for his numerous other services

Through the generosity of Oswald Ottendorfer an addition is to be built in the rear of the Ottenan addition is to be built in the rear of the Ottendorfer Branch, in Second-ave, giving much-needed
room for books and comfortable working quarters
for the library assistants, as well as more space
in the reading-room. The ground floor will be carried hack to the rear of the lot—thirty-six feet beyond the present rear wall—and the basement and
the reading-room floor nearly as far. The space
that will be gained in this way is greatly needed,
the library having been so cramped for room that
it has been well-nigh impossible to secure shelfroom for new books.

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ATLANTIC CITY'S BOOM.

THE FAMOUS SEASIDE RESORT FILLED WITH PLEASURE-SEEKERS.

season has opened with a boom, and Hospitality sits with gladness at the city gates, cagerly welrush is on, but no penitential crowd is this, seek-ing to atone for the frivolities of a gay winter season. These people have radiant faces, brisk step and expanding lungs as they promenade the esplanade, and with merry laughter the jolly groups gather morning and evening in the hotel exchanges. There is something in the atmosphere that puts one in fine condition for eating, and the hotel men realize that they have to cater to stomachs as sharp as a shark's, and make provision accordingly. Everybody eats three good square meals a day-not to mention a late supper in the handsome new café of the Windsor, where it is quite "the thing" to drop in after an evening at the Casino or at any of the numerous places of amusement that line the ocean front.

The boardwalk at midday is alive with prom-emaders, and so mild and soft are the caressing breezes that wraps are rendered unnecessary. Among the recent arrivals at the Windsor are

Major Thomas Cullen, with his wife and daughter; Joseph H. Quimby, his wife and daughter; William C. Hoe and his family, and Henry Kilburne, accompanied by his wife. United States Senator James K. Jones, of Arkansas, and his wife are among the recent ar-

D. A. Heald, with his wife and mother-in-law, Mrs. Goddard, is at the Traymore. W. A. Marble is at the Seaside, with his wife

Yorkers registered this week at Haddon Hall. White is a frequent visitor to this hotel, where his wife and family are living for the

days this week.

The new St. Charles Hotel begins its second

season on next Wednesday. The St. Charles is one of the handsomest hotels on the beach, and there oughly up-to-date in the matter of equipment James B. Reilly, the proprietor, reports the outlook for the season as being altogether encouraging Recent arrivals at the various hotels from Great er New-York are as follows:

Berkeley-Mr. and Mrs. W. Alcorn, Mrs. S. T. Bouck, Miss Gertle Ford, Miss Herrietta Cum

Mr. and Mrs. E. M. Marlon, Mr. and Mrs. F. B.

Brighton-Mr. and Mrs. W. D. Searles, Lizzie W. Scott, W. C. Chapman Mr. and Mrs. A. Spadone, Miss M. Spadone, Mrs. G. W. Vanderhoef, Charles Miss M. Spanone, Mrs. G. W. Vanderhoef, Charles T. Cunningham, Mr. and Mrs. A. T. Demorest, Mrs. F. B. Whittemore, Miss Frances B. Whittemore, Mrs. H. B. Turner, Miss A. S. Turner, Mrs. Theo-dore Butterfield, Daniel Butterfield, Mr. and Mrs. H. Richardson, Miss Richardson, Mr. and Mrs. Pyle, Mr. and Mrs. Edward P. Schell, Mr. and Mrs. Myles Turney, Miss A. Turney, J. B. Ryer, Miss H. Ryer, Dr. and Mrs. Clinton Wagner, Mrs. F. W. Lee, Dr. and Mrs. T. T. Gaunt, J. S. Scott, Clarence Lee, L. J. Werl, E. C. Werl, N. H. Frest, Mr. and Mrs. George C. Keep, Mrs. George B. Carbart, Miss Soule, Mr. and Mrs. Amory S. Carhart.
Dennis—Mrs. L. Palmer, Miss E. C. Palmer, A. W. Manchville, J. H. Spann, Miss A. M. Allstrom, Mr. and Mrs. J. T. Gannon, Mrs. Mary F. Small, Miss Small, J. H. Small, Mr. and Mrs. J. S. Leeds.
Chatham—R. M. Jackson, A. H. Jackson, A. I. Jackson, J. Pamberton.

Chatham-R. al. Jackson, Pemberton, J. Pemberton, Chester Inn-Mr. and Mrs. Brandt, Mr. and Mrs. Chester Inn-Mr. and Mrs. Brandt, Mr. and Mrs. Haswin, W. T. Floyd, W. H. Oviatt, Miss Oldcastle Haswin, W. T. Floyd, W. H. Oviatt, Miss Oldcastle, T. De Vere.
Haddon Hall—Mr. and Mrs. J. S. Taylor, S. S. Crowell, I. A. Smith, Mr. and Mrs. C. P. Emmons, General and Mrs. C. H. T. Collis, Mrs. J. J. Cornell, Mr. and Mrs. H. Matthews, H. L. Matthews, F. M. Tryon, Miss Elma C. Davis, Mrs. P. E. Arcularius, Miss Grace C. Arcularius, Mrs. P. E. Arcularius, Miss Talcott, Miss Edith Talcott, Mrs. A. F. Joline, Miss Larkin, Miss Pinkham, Mr. and Mrs. P. B. Morrison, Mr. and Mrs. J. G. Huyler, Mrs. G. Chase, Miss L. E. S. Guilhall, C. Krum, T. H. Morgan, Mrs. T. H. Gardiner, Miss Morrison and Mr. and Mrs. R. D. Benediet.
Islesworth—M. T. Simon, Miss Simon, Mr. and Mrs. S. Louts and S. J. Seligman.
Kuchnle's—D. B. Kraemer, I. Meyer, E. Taft, J. W. Hughes, B. Simons, H. Rosler, M. Freund, T.

Luray-Miss Acker, Miss Clark and Mrs. W. Shackford.
Galen Hall-Mr. and Mrs. W.

Seaside—Mr. and Mrs. W. A. Man, Mr. and Mrs. S. Die, Mr. and Mrs. H. S. Herrman, Mr. and Mrs. S. C. Cummings, Mr. and Mrs. T. P. Gould, H. P. Skelly, E. P. Warrington, S. P. Patterson, Mr. and Mrs. J. S. Wagener and H. B. Simonds, Roman—J. Alsburg, R. Roberts, J. F. McNamara, J. Schloss, Dr. Reatrice and F. Osborne.
Shelburn—Miss M. E. Townley, G. B. Kenyon, Mrs. M. A. Burgess and Mrs. D. Owens.
Revers—L. C. Goetting, Miss Mahoney and Mrs. J. M. A. Busses and Mrs. I. Siebert, Miss L. Acker, Armstrong.
Traymore—Mr. and Mrs. L. Siebert, Miss L. Acker, Miss A. Clark, N. A. Boynton, L. J. Werl, E. C. Werl, Mr. and Mrs. H. Goodkind, Mrs. L. Gans, W. B. Chase, Mrs. J. Freedman, Mrs. B. L. Freedman, Mr. and Mrs. A. Rosenfeld, W. W. Durant, T. Cleveland, H. H. Vogel, B. W. Vogel, J. M. Heyman, Mrs. S. M. Johnson, Mrs. E. A. Brothers, Mrs. E. B. Boose, ir. R. N. Harry, I. W. Balms, D. C. Andrews, Miss H. Lyon, E. C. Gibson, S. F. Andrews, Miss H. Lyon, E. C. Gibson, S. F. Andrews, Miss H. Lyon, E. C. Gibson, S. F. Andrews, Miss H. Lyon, E. C. Gibson, S. F. Andrews, Miss H. Lyon, E. C. Gibson, S. F. Andrews, Miss H. Lyon, E. C. Gibson, S. F. Andrews, Miss Florence H. Learing, Westminster—Miss L. Reynolds, Miss N. G. Fitzgerald and Miss Florence H. Learing.

bach.
Windsor-Mrs. L. M. Michels, Mr. and Mrs. H. V.
F. Koch, Mr. and Mrs. W. F. Howe, Miss Hammill,
A. H. Kaffenbergh, Miss Whiting, Mrs. R. E. Stanley, B. Loewry, J. B. Seery, J. R. Quimby, Mr. and
Mrs. F. J. Meyers, F. E. McKay, B. Traynor, Mrs.
L. E. Gibbons, Mrs. Constance Gibbons, Mr. and
Mrs. G. B. Dowling and Mrs. F. S. Gaffney. DID NOT VIOLATE THE FEDERAL LAW.

On the ground that it is no violation of Federal law to take packages from the top of mail boxes in the street, Commissioner Shields yesterday re-fused to hold Michael Vitali, of No. 178 Mulberryst., and Yoley Edwards, of No. 118 Mulberry-st. who were sent to him from a police court on the charge of having taken a package from the top of a mail box opposite No. 220 Bowery. The men were arrested on Friday night by officers from the Commissioner Shields sent them back to the

Centre Street Police Court, where Magistrate Went-worth remanded the prisoners for further examina-tion.

MR. ANDREWS TURNS DETECTIVE. Police Commissioner Andrews yesterday caught

policeman drinking whiskey in the doorway of a liquor store in Sixth-ave., near Forty-second-st., and will make charges against him. The policeman is James J. O'Neill, of the East Fifty-first-st. station. As the Commissioner passed No. 646 Sixthave, he noticed a policeman standing in the doorway of the saloon at that number. He stopped and saw the officer take a drink, and, walking up to him, asked him for his name. The policeman did not recognize Mr. Andrews at

THE CABLE ON THE BRIDGE.

From The Engineering News (New-York). From The Engineering News (New-York).

We have no doubt that with the introduction of electric traction on both Brooklyn and New-York elevated railways and through connection between them across the Bridge there will be a strong influence exerted to dispense with the cable railway altogether. Whether it would be either economical or safe to do so is a question which could be positively answered only after a careful investigation made by competent engineers, to ascertain all the facts in the case.

So far as the economy is concerned, however, a

made by competent engineers, to ascertain all the facts in the case.

So far as the economy is concerned, however, a very simple computation, which any one can understand, shows that the saving in power which the cable railway makes amounts to a very large money saving per annual. The weight of a four-car loaded Bridge train is about 120 tons, and every such train has to be lifted a vertical distance of 70 feet in its passage from one terminal of the Bridge to the centre of the span. By the new system of operation it is proposed to reduce the time interval between trains to 45 seconds during the rush hours, or for from five to six hours per day. Of course during the middle of the day the interval will be considerably longer. Suppose we assume, however, that the total number of trains which will cross the Bridge daily will be equivalent to a continuous traffe at a sixty-second interval for ten hours per day. Since a train weighs 120 tons, or 240,000 pounds, and one train on each track passes the summit on the Bridge every minute, the total power expended in lifting the trains against gravity alone will be per minute (210,000-70)/2) or 33,600,000 foot-pounds, or dividing by 32,000 we have in round numbers 1,000 horse-power as the work-that must be done to lift the trains over the grade. But the power-house engines and dynamos, in the electric circuit from this dynamo to the motor and back again, and in the motors on the cars and the gearing by which they transmit their power to the carwheels.

Taking the additional horse-power required and dynamos, in the electric circuit from this dynamo to the motor and back again, and in the motors on the cars and the gearing by which they transmit their power to the carwheels.

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Taking the additional horse-power required and the solon of the present cable

The above will make clear the simple process by which the economy of the cable system can be computed. Of course, the figures we have taken are mere approximations, and there are several minor elements that we have not mentioned which should be included in an accurate computation. But the method by which the economy of the cable system can be determined will be plain from our illustration.

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